

THROUGH THE LOOKING GLASS

Lethbridge 1867 — 1975

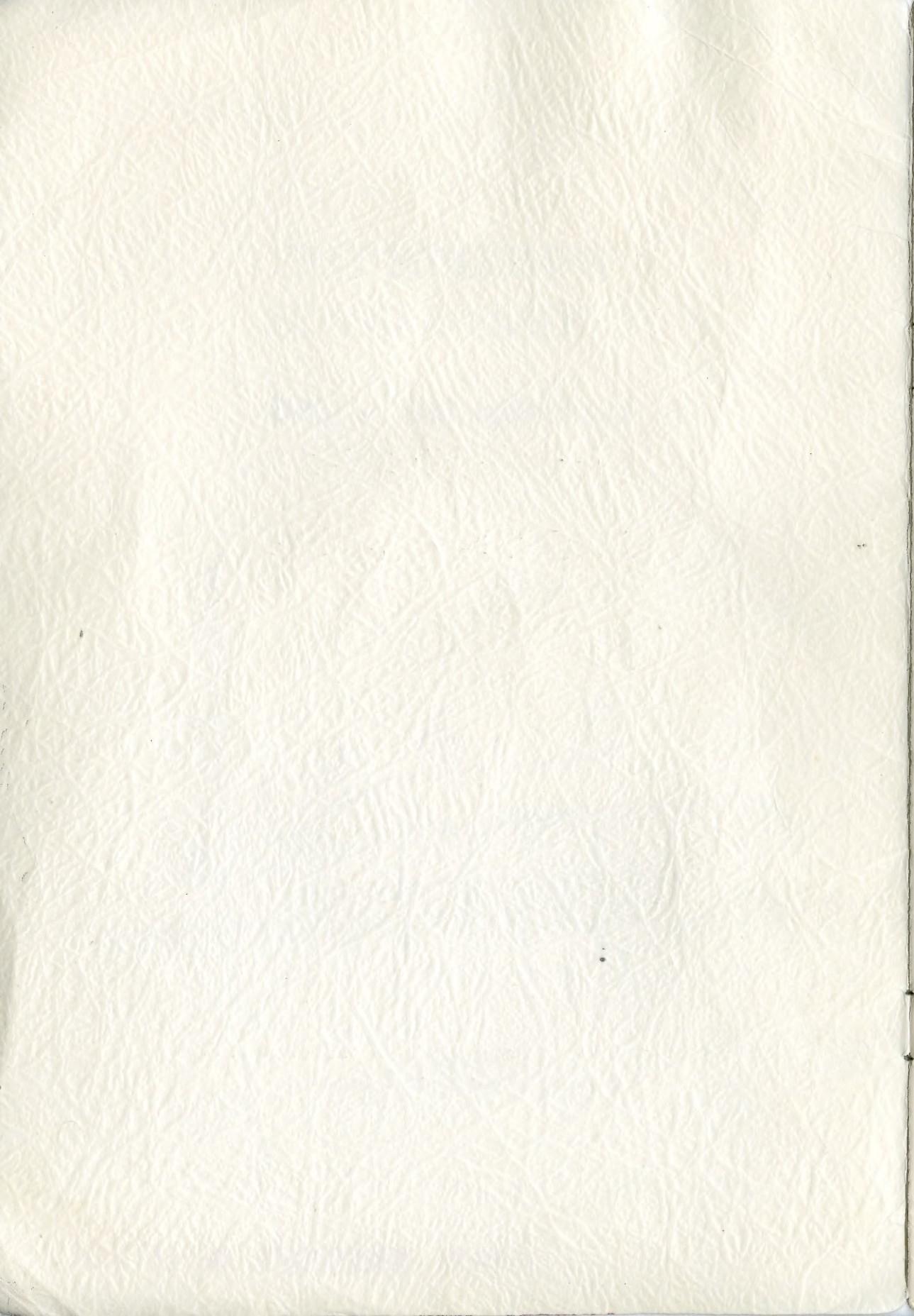


Galt Hospital, 1891.
Present site of Sir Alexander Galt Museum.

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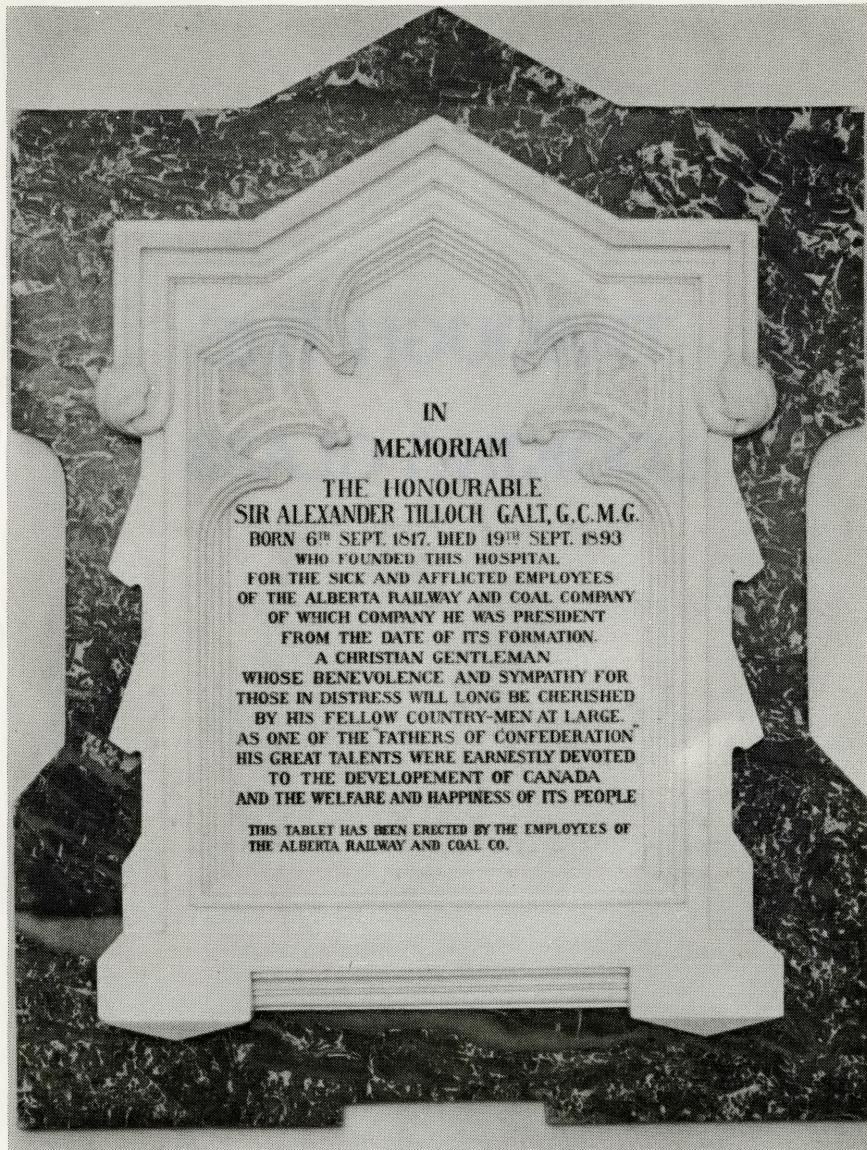
THROUGH THE LOOKING GLASS

*A condensed history of the naming of Streets and Avenues in the
City of Lethbridge.*

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STREETS AND AVENUES

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TRIBUTE TO SIR ALEXANDER GALT

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THROUGH THE LOOKING GLASS

Lethbridge - 1867 - 1975.

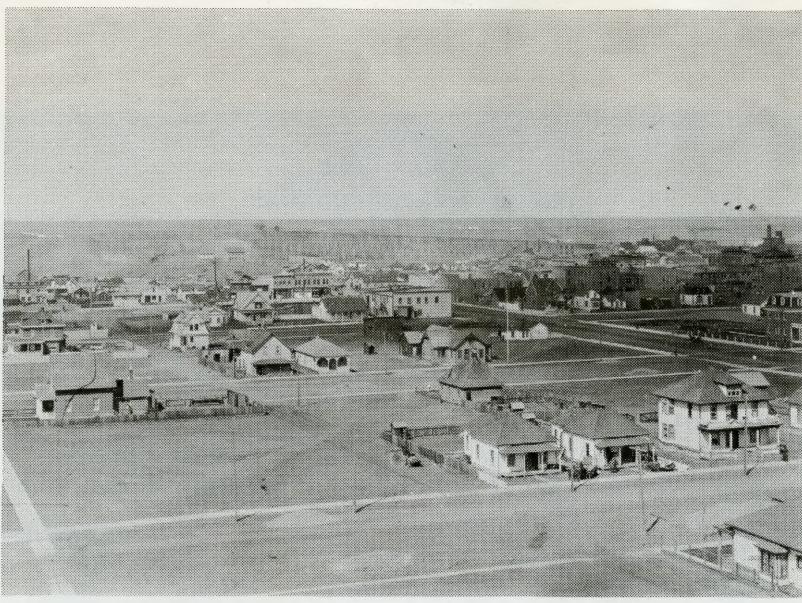
This booklet is dedicated to the memory of one of Canada's great men, Sir Alexander Tilloch Galt. The foregoing memorial lauds his outstanding qualities. The last two lines sum up the respect and esteem in which these qualities were recognized by the employees of the company which established the town of Lethbridge. Perhaps Sir Alexander's greatest quality as a good citizen was his faith in the development of our area by coal mining, irrigation, and town planning.

So we say, to those who are young: have ideas, have faith in them, and above all, act on them.

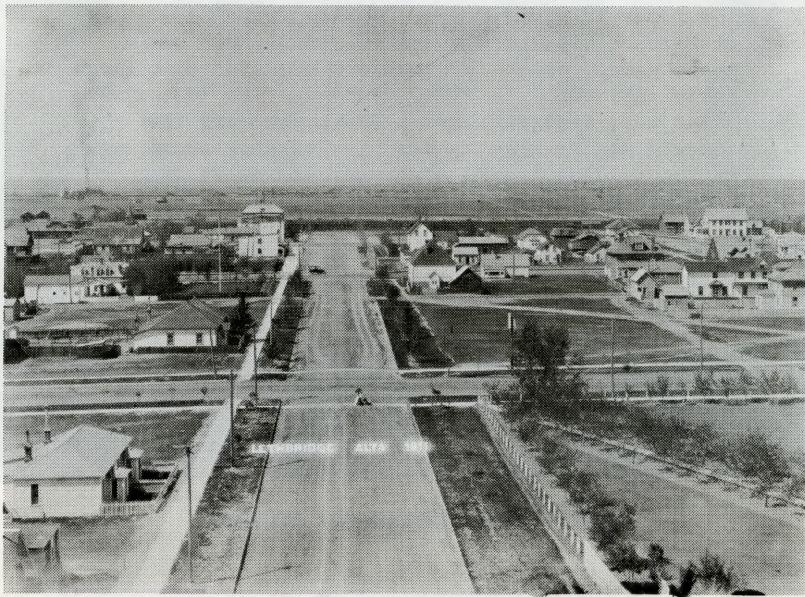
Shareholders of the Galt development were from the rich nobility of Britain. Their names were made part of the history of Lethbridge by naming streets and roads in their honor. A map of the first subdivision of Lethbridge, dated June, 1890, shows these names. Also included are names of prominent early citizens. In 1910, by By-law No. 104, these names were replaced by a system numbering the streets and avenues, and a plan marking areas north of the railway tracks and south of the railway tracks, and from the coulees eastward.

This booklet deals with the history of Lethbridge's early subdivisions, street names and park land.

George Watson,
Audrey (Chiswick) Baines.



Lethbridge from 8th Street looking west, 1908, showing first Central School, Chinook club (former City Hall).



Lethbridge looking north on 9th Street South to Railway. R.C.M.P. barracks corner.
No. 3 mine smoke.

THROUGH THE LOOKING GLASS

Lethbridge - 1869 - 1975

The year was 1869. The land was vast, open, and rolling. Two men, J.J. Healy and A.B. Hamilton, who travelled from Fort Benton in Montana, north across the border into Canada, to trade with the Indians, must have sensed great promise for the future in the area. They built a trading fort near the confluence of the St. Mary and Belly Rivers. Fire reduced the first fort to ashes but the men rebuilt. The new larger, more strongly built fort was guarded by two cannons. Healy and Hamilton were generous hosts (tho there are many who would question that) for at this trading place the Indians indulged in such orgies brought about by the red-eye liquor supplied by the two traders that it became known as Fort Whoop-up. The fort was not only well known for the whooping-up that went on but it was considered the most important trading post between Edmonton and the Montana boundary.

The year was 1870. A gold prospector, Nicholas Sheran by name, followed his quest north from Fort Benton. He made his way to Fort Whoop-up to visit with his friends Healy and Hamilton. It could be said that his was a discovery of black gold for, indeed, the two and one-half foot seam of coal which he located on the banks of the river near Fort Whoop-up was the beginning of the very lucrative business for many years, for those who invested time, labour and money in the mining of coal. Nicholas Sheran prospected northward and, in 1872 a much thicker seam on the opposite side of the river was located. He remained at this site and commenced a coal mining operation from which he shipped coal to Fort Benton.

The year was 1874 and might well have been the year of another milestone for Fort Whoop-up had Healy and Hamilton not been greedy, for it was then that Colonel James F. Macleod offered to buy the fort for \$10,000 to establish the first headquarters of the North-West Mounted Police in Western Canada. Healy and Hamilton set the price at \$25,000 so Colonel Macleod and his men advanced to a point in the Oldman River near the present town of Fort Macleod where, on an island in the river, they set up their Western Canada headquarters.

The year was 1877. Treaty No. 7 was signed at Blackfeet Crossing which resulted in the Blackfeet Confederacy being placed on reserves, coming under the care of the Department of Indian Affairs at Ottawa. Elliott Torrance Galt was the Assistant Commissioner of Indian Affairs, and it was in the course of inspection duties for the Indian Affairs Department that in 1879 he visited the Nicholas Sheran mine. Returning to Ottawa he told his father, Sir Alexander Galt, Canada's

Former Senator W.H.
one of access which
he used

High Commissioner to London, about the mine. Sir Alex,
knowing that the C.P.R. was to be built across Canada
shortly afterwards, and knowing the railway would require
fuel, proceeded to raise capital for the development of the
area to be known as "Coalbanks" which was a translation of
the Indian word "Si-ko-ko-to-ki".

The year was 1882. Sir Alexander Galt secured the services of William Stafford and Captain Nicholas Bryan to carry out a geological survey of Southern Alberta from Medicine Hat to Calgary and south to the border. The coal site they selected was opposite the Sheran mine and on October 13th, 1882, they commenced driving the first entry for the North West Coal and Navigation Company. This company had been formed in England (London) with Mr. William Lethbridge of Courtlands, Devon, England, as President. Along with mine personnel, shipbuilders were brought in for it was hoped to transport the coal by river boat to Medicine Hat. This venture failed for the water was high enough for navigation for only some three months each year. The company then built a narrow gauge rail line from Dunsmore to Coalbanks. The official opening of this rail line established Coalbanks as the first commercial mining centre of the Prairie Provinces. Coalbanks was renamed "Lethbridge", honoring William Lethbridge the first President of the Coal Company. The town's charter was granted in 1890. Lethbridge became a city in 1906.

Lethbridge expanded with the coming of the railway and the development of irrigation. The town area, with its lots, blocks, plus one and five acre plots, was subdivided from the river on the west to approximately 43rd Street on the east.

The Alberta Railway and Irrigation Company, with its connections in England, Scotland, Ireland and Wales accounted for the fact that many of its shareholders were from these areas, and they purchased the greater portion of the land. Early settlers persuaded their eastern friends to purchase land within the city's boundaries. It is most interesting to visit the Sir Alexander Galt Museum and spend some time reading the names and addresses of property owners in the 1890's.

WALK ME DOWN LONDON ROAD

London Road... It is that old avenue that runs right through Lethbridge from west to east, from the coulee to Parkside Drive at Henderson Lake. It's that narrow road that bus and car drivers alike complain about because of its lack of width. London Road ... now known as Seventh Avenue South. It was the south side of a historical rectangle which was enclosed by Round Street, the railway tracks, Westminster Road and London Road. This rectangle is full of history ... so

walk me down London Road.

From Thirteenth Street (Westminster Road) walk west along it towards the coulee in which it terminates. It looks its narrow best in the autumn. Then we see its wealth of purples, yellows, greens and reds in the trees and shrubs; the red-berried mountain ash, the poplars heavy with golden leaves, lilacs that were luxuriously purple in spring, dark green pointed firs, cottonwoods that were fluffy and white in June, the rich crimson of fall sumach.

Later came the cement, the stores, the beauty parlors, parked cars, speeding autos, crowded buses. Over the protests of oldtimers, pavements have been widened by cutting down some of the noble old trees that shaded them. That's London Road.

It wasn't that way once. As you strolled along it westerly from the present Thirteenth Street you could see a slough in the vicinity of Ninth Avenue, useful for watering cows in summer, and serving as a skating pond in winter. A map of the Railway Edition of the old Lethbridge News shows that in 1890 it was all prairie there. Most of the planning of early Lethbridge had been done along broad lines, with the streets marked 100 feet wide. Not London Road, however, for some mysterious reason. When 1910 came along all the existing streets were renamed with a system of numbers, and that is why only their ghosts remain, printed in cement on the corners of the walks.

London Road! It had good reason to be named that. Most of the money that financed the opening up of the early mines came from London, England. It was a venture of Sir Alexander Galt, named "The North Western Coal and Navigation Company", whose "navigations" ended in disaster when their boats, "The Baroness", "The Alberta", and "The Minnow", failed to "navigate" successfully. The boats were replaced by rail lines because of too little water, and riverbottom residents moved up onto the "flats" because of too much water (the river flooded periodically).

Subscribing to this new coal-mining venture with 2000 English pounds apiece were some very substantial business men in London. There was the man after whom the town was named, William Lethbridge, member of a publishing firm and later first President of the Coal Company. There was his partner, Rt. Hon. W. H. Smith, later Conservative leader in the House of Commons, and William Bartlett Ashmead, who married the great philanthropist, Baroness Angela Burdett-Coutts. No wonder then, that in planning Lethbridge, the names of those concerned with the Company were used, and what better place to begin than LONDON Road?

One wonders why Twelfth Street, which crosses it, should have been named "Bartlett", but there it is, printed in

mortar. It is, of course, named after the husband of the Baroness. He was one of the Company's subscribers. If you walk along "Bartlett" going north, you pass many old houses. There is number 522, which was the original home of Superintendent J. V. Begin of the Royal North West Mounted Police who was here for four years (1902-6). He chose to live a short block from the Barracks, now the Civic Centre.

Walking further along the street you come to 413. At the back door stands one of the oldest trees in town, still growing, though covered with wrinkles and burls. It was planted there about 78 years ago, in 1887. Its owner once said that in its shade she thought she had peeled as many as a dozen barrels of apples for her growing family. But, continue along London Road to Eleventh Street and there, featured in cement, is again the name of the husband of the Baroness, "Ashmead".

The next is ~~Tenth~~ Street and, looking north, you will see that in one short block it runs into the old Royal North-West Mounted Police Barracks site, where the executions of two men took place near the site of the present swimming pool in the Civic Centre. Tenth Street was named "Cutbill" which was the name of a financial firm in London, agents of the Alberta Rail and Irrigation Company who at a later date bought out the original firm.

Ninth Street was known as "Coutts" Street, and was named after the philanthropic Baroness who was the granddaughter of Sir Thomas Coutts, later being created a peeress in her own right.

The sidewalk markings on Eighth Street tell us that it was once known as "Burdett". Seventh Street, at one time, had three different names. This was the result of street naming being left to owners, as other lands were subdivided adjacent to the original area. Of the three, Glyn, Dolly and Hodgson, Glyn remained. The corner of Glyn and Dufferin (the Post Office corner) was known as the windiest corner in town and many interesting stories could be told of incidents that happened, especially in the mud that surrounded it in the early years. All this is hidden now beneath a sea of cement. At 716 London Road (Seventh Avenue) stands one of the oldest houses in Lethbridge. We cross Sixth Street or "Crabb" Street, so named after a Company director.

At Fifth Street we meet the west side of the rectangle. Turning north up Fifth Street we pass an area where many of the earliest settlers built homes. This was known as "Round" Street and runs straight north into the railway tracks. We come to Sixth Avenue or "Courtland" Street, named in honor of Courtland Starnes, former Superintendent of the Royal North West Mounted Police at Fort Macleod.

We come next to Fifth Avenue or "Bompas" Street, This street was not named after the Anglican Bishop Bompas as

many suppose. According to a retired member of the old A. R. & I. Company, it was named after their solicitors in London, England, known by the high-sounding title of "Bompas, Bischol, Dodgson, Cose and Bompas". He should know, for much of his early correspondence was addressed to this impressively-named firm.

We arrive at Fourth Avenue or "Dufferin" probably named after the Earl of Dufferin, and then on to Third Avenue, originally known as "Redpath" featuring another company official. Near here was the "Clark" house, later the Balmoral Hotel which burned down in 1910. Clark House was made famous for the fabulous Christmas dinner it served there in 1891. It included sixteen varieties of meat, and for dessert there were thirteen choices, though to be sure it was a little light on vegetables and salads. Oysters and soup were there, as well as grapes, nuts, raisins, cheese and celery, to fill in any vacant spaces.

Here, at the north-east corner of Redpath and Round we come to Galt Gardens, once known as "The Square". This ten-acre space was the centre of the original townsite, and in 1885 was a place reserved by the planners for unloading freight since it was a natural turning place for the bull trains and mule teams which unloaded here to do business with I. G. Baker and other stores. So with all this turning around, what more suitable name could have been chosen than "Round" Street? The planners did not foresee that this turning place would later develop into a playing field for Lacrosse (which was played there as late as 1905) and for Cricket, Football, and Baseball. Still later it became a place of beauty with its many flower beds, grass and trees. Following the first World War a cenotaph was built in its midst followed by a library building. There was a band stand from which many a concert was held.

Continuing north on Round Street we come to the railway tracks, along which runs First Avenue South, once known as "Baroness Road". This is the north side of the rectangle.

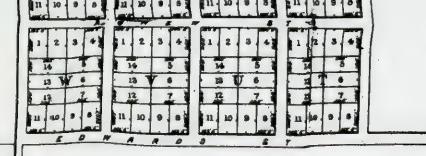
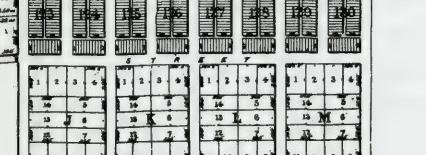
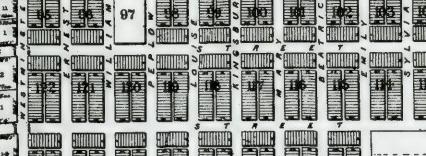
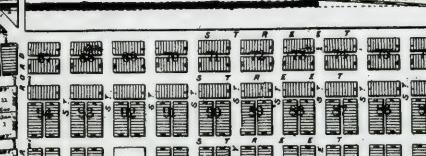
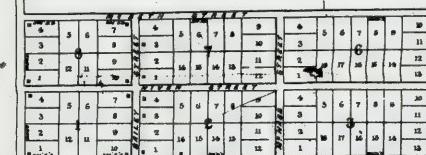
Baroness Angela, Georgina, Bartlett, Burdett-Coutts (1814-1906) was a colorful figure even in as large a place as London, England, and because of her interest in Lethbridge and her investments here, her name is embedded in cement on many a street to this day. Even a boat was named after her. She was the youngest daughter of Sir Francis Burdett, and the granddaughter of Sir Thomas Coutts. She took the name of "Coutts" when she inherited an enormous fortune at 23 years of age from her grandfather's second wife.

Angela, even at 23, was a thoughtful and considerate person, and instead of flinging around her inheritance, she chose to devote her money to charity. The rest of her life

LETHBRIDGE

SECS. 31 & 32. T.P. 8. RGE. 21 ^{WEST OF} _{THE} 4TH L.M.

Scale
500 FEET - 1 INCH



Land Department

Alberta Railway & Coal Company.

Lethbridge Alberta

18th June 1890.

S. T. Mayatt
Dom^t Topograp^t Surveyor.
Land Agent.

NOTE
Lots 25' x 125'.
Streets 100' wide, except where noted.
Lanes 25'.

Lethbridge 189

was spent in doing this. Two famous people were her close friends and helped her in her decisions. They were the Duke of Wellington and Charles Dickens. She was also a great admirer of Sir Henry Irving, the actor, and it was in her home that his body lay in state when he died in 1905.

Her philanthropies were extensive. There were such schemes as endowing churches and schools even as far away as Africa, as well as in British Columbia. She helped in the development of education at Westminster where she built and endowed St. Stephen's Church and schools. She provided flats and cheaper food for east-end people, fed and clothed whole districts in Ireland in time of famine, lent money to help fishing industries, planned large-scale emigration, as well as helping found societies for the prevention of cruelty to children and to animals. Coming close to home, she donated fifty pounds towards the building of the first Anglican Church in Lethbridge.

There lives in Lethbridge a lady who, in her early childhood knew and admired the old Baroness, whom she describes as tall, slightly stooped, dark-haired, a close friend of Queen Victoria. This lady has a childish memory of two china dogs on her mantlepiece, saucy and handsome, that the Baroness favoured.

The Baroness was 67 before she finally made up her mind to marry, and she chose William Ashmead Bartlett who was 34 at the time, being 33 years her junior. Queen Victoria was "not amused", and the Baroness was in disfavour for some time, but was finally forgiven. Her husband took her name, and it was soon after their marriage that their investment in the North Western Coal and Navigation Company took place.

The Baroness was the first woman to receive the freedom of the City of London, in recognition of her philanthropies, and when she died at the age of 92, she was buried in Westminster Abbey. In spite of her charities, she still had a vast fortune which went to her nephew. No wonder, then, that in the opening up of little Lethbridge, her various names were used freely in christening our early streets.

Walking along the Baroness side of our rectangle is interesting too, for we come again to Seventh Street, and pause to look to the right, where stands a tall, many windowed brick building in solitary splendor facing Galt Gardens (now Safeway parking lot). The cement head-shaped figure over the doorway caused a great deal of controversy as to whether or not it was an abstract gargoyle or a likeness to E. T. Galt. Nobody knew for certain.

This building was, for many years, the headquarters of the original North Western Coal and Navigation Company, later becoming the Alberta Railway and Irrigation Company. It is a pity that its early records were destroyed.

This building was also the first "Opera" house in Lethbridge and many a clever plan and amateur production was produced there before an appreciative and uncritical audience. In Lethbridge there lives a lady who can remember singing on these programs and another who recalls going to Saturday morning concerts when very young. All children attending received a bag of candy which naturally made these programs very popular.

On the ground floor in this building were the offices of the company and, above them lived E. T. Galt when he was in town. He was looked after by a series of housekeepers. When he finally withdrew from Lethbridge in 1910, he left his furniture to his then housekeeper, Miss Emma Jane Blagburne, including what she called, his "beautiful brass bed". On the third floor were the "club rooms" for the employees where many a social evening was enjoyed.

A block further east, on Burdett Street one comes to what might be referred to as "Church Corner" for, in close proximity were the Roman Catholic, Anglican, and Methodist Churches.

We continue along Baroness Road, past the ghost of the once residence of William Lethbridge, to the end of the avenue where it terminates at Westminster Road. Look to the left, for, across the tracks, stands the old Wallwork house, once a dairy, and at the back of it one of the oldest cottonwood trees in town, transplanted from the riverbottom in 1887. Many a big can of milk cooled beneath its shade up to 1903.

The east side of the rectangle was bounded by Westminster Road from the railway line south to London Road. Turning south on Westminster Road we look towards the slight slopes that will take us up Thirteenth to Third Avenue. In retrospect we see the dim form of E. T. Galt's automobile, 1901 vintage, struggling up the grade to Redpath (Third Avenue), and hoping to make it, with a great deal of noisy labouring. That was the first car to come to Lethbridge and, manufactured in England, was capable of making as high as 30 miles per hour. It could be heard coming several blocks away, and always had many curious spectators lined up to watch its passing.

Reaching the corner of Westminster Road and Redpath we could see the big square white house of William Stafford, first mine engineer manager in Lethbridge, standing on the south-east corner.

Walking on we come to London Road once again, thus completing our historical rectangle.

A STROLL ALONG WESTMINSTER ROAD

In the beginning, Westminster Road had no north or south designation for it ran from the coulees in the south to the coulees in the north. The width of the road varies from 100' on the south side to 66' on the north, the reason unknown. It was named by Mr. William Ashmead Bartlett after his constituency in the British House of Commons.

The survey of the area north of the C.P.R. rail lines, that area known as NORTH WARD to the oldtimers, was developed around Westminster Road (Thirteenth Street). The survey was done in 1885 by C. A. Magrath, son-in-law of Sir Alexander Galt.

Approaching the railway lines we walk over the rails for the subway was not built until 1912. During our walk down London Road, we noted the Wallwork house just north of the rail lines. East of Westminster Road from the rail lines to McKay Avenue (Fifth Avenue) the land was known as the Wallwork Holdings. Approximately two or three blocks north of the rail lines on the west side, there was a good-sized lake - Wallwork Lake - where the kids had a whale of a time skating in the winter and rafting in the summer, to say nothing of the frog and lizard forays that went on. Many a wooden crate placed out back of the stores across the way was used for a bonfire or made into a fine raft for voyages across the pond. Later, the first macaroni factory was built on the site.

At Third Avenue and Westminster Road, A. Williamson opened a clothing store and H. McCaffrey opened a drug store near by. The first grocery store on Westminster Road was located at the corner of McKay Avenue, just across from the 1905 Westminster School. McKay Avenue (Fifth Avenue), one of the few through east-west thoroughfares in North Lethbridge, was named after the McKay family which came from Nova Scotia. The men were skilled miners, recruited by William Stafford. About a half-block east of the corner of McKay Avenue and Westminster Road, on the north side of the avenue, we find the location of the first school built in North Ward (the Rainbow Hall is on the site now). North Ward School, as it was appropriately referred to, was built in 1891 at a cost of \$1,050 for the sixty school-aged children living in the area. Mr. Rose was the first teacher assigned to the one-room school.

Approximately three blocks east of the North Ward School, on Bailey Street (Sixteenth Street) the Bailey Street School was built in 1907-08. It was later sold to the Miners Library and moved to Thirteenth Street between Seventh and Eighth Avenues where it is still a part of the Miners' Library building in 1975.

Sixth Avenue North was called Niven Street, named after the Niven family which had come from Nova Scotia. Robert Niven, who was the master mechanic for the North West Coal and Navigation Company, served as a School Trustee from 1888 to 1890.

Walking on the east side of Westminster Road between McKay Avenue and McBeth Street (Seventh Avenue) we pass several homes of long standing. It was along here that the Coal Company developed four one-acre plots. The Kerr and Watson families homesteaded here, as well as the Graham family. At 591 Thirteenth Street William Kerr's home still stands. He was the grandfather of George Watson, Sr. Members of the Watson family still reside at 537 Thirteenth Street.

Between Eighth and Ninth Avenues on the east side of Westminster Road a good-sized playing field was established where many an exciting baseball and football game was played. This square was known as Adams Park, named after Elias Adams, Mayor of Lethbridge, 1910-1911.

Ninth Avenue served as a boundary line. It was one of the few east-west thoroughfares. The area to the north-east of Westminster Road and Ninth Avenue was developed by an English real estate company and was known as Dominion Square. Two steel electric light standards guarded the entrance of the angular north-east road, named Westminster Boulevard, which was to be the main avenue for the sub-division. The hopes and dreams of the majority of the investors in this development fell victim to the tax collector. The light standards were later placed on the steps of Southminster Church but have since been replaced.

On the west side of Westminster Road, south of Ninth Avenue, the Coal Company erected a number of two storey houses, painted a dismal gray, for some of their employees. Along Westminster Road and just north of Ninth Avenue a goodly number of people who had been brought out from England as technicians, machine operators and cable splicers for the mining operations, established homes. This area became known as "Little Wiggin". The oldest house in Little Wiggin bears the address 1614 - 13th Street North.

Let us walk west on Ninth Avenue. At the far end of the avenue and just a little south, No. 3 shaft went into production in 1889 and closed in 1924. In 1903 Sam Swedish opened a general store nearby on Sixth Street North just off Ninth Avenue. It was a two storey structure encompassing the store and one of the first boarding homes for miners. After a tragic fire, the store was rebuilt just east of the original site and, since it had the only phone in the area, the number 2756 was well used conveying messages of every description to and from families living in the surrounding neighborhoods. This kind storekeeper was aroused in the middle of the night many times to summons a doctor, or the firemen or the police. Groceries and staples were delivered

via horse and wagon to Hardieville, Diamond City, Coal-hurst, Commerce, as well as to city homes.

THE VILLAGE OF STAFFORD

Stafford, Staffordville, Stafford Village. These names bring back memories to many early residents, as they describe the residential area lying to the north of Ninth Avenue North and west of Westminster Road.

In the early days, proximity of home to the working place (the mines) was an advantage so, in 1890, the Coal Company subdivided a parcel of land about a mile east of the mine into 28 building sites. In 1891 James Pierce acquired 40 acres lying between the streets now known as Sixth Street and Eighth Street, and subdivided it into 40 building sites. About the same time, James Perry acquired 40 acres having as its east boundary what is now Thirteenth Street (Westminster Road), and subdivided it into 40 sites, each lot having a frontage of 66' and a depth of 660'. The size of the lots presented problems in later years which were not resolved until 1972 when the land was subdivided into standard residential sites.

Residents of this area made application to the Executive Council of the North West Territories for incorporation and on October 22nd, 1900, an order was issued creating the Village of Stafford, and appointing Hugh Scott as returning officer for the election of an overseer to be held on December 12th, 1900. After a change in the type of government, on January 9th, 1908, the first three member council meeting was held at which time Charles Peacock was appointed overseer and Secretary-Treasurer. His first job was to collect all tax arrears for 1907 and to revise the tax roll for 1908 by raising all assessments by 25%.

Sanitary sewage, garbage disposal, power, graded ~~X~~ streets, and water lines were non-existent. Water was delivered by a tank wagon. In 1908, at a public meeting, Stafford Council was asked to get the costs of having water mains extended into the village and possible annexation by the City. In 1909 wooden sidewalks on the west side of Westminster Road and the north side of Ninth Avenue were approved at a cost of \$2000.

In 1910 the ratepayers asked council to meet with Senator DeVeber in an effort to have a post office established in Stafford. They were successful but council had to arrange for its own courier service to carry the mail between Lethbridge and Stafford.

A piped water supply became an absolute necessity and approval was received to issue a water main debenture. On November 24th, 1911, the council accepted the tender of a Regina firm, Nay and James, in the amount of \$13,655 for the installation of water mains. Most of the work of installing the mains was carried out by residents of the village.

From 1900 to 1913 the village residents encountered many problems but they survived and the last item of business at the last village council meeting on April 18th, 1913 was a resolution THAT WE TURN OVER ALL PROPERTY TO THE CITY OF LETHBRIDGE TODAY THE 18TH OF APRIL. IF THEY DO NOT APPEAR TO TAKE OVER THE BOOKS AND PROPERTY THE VILLAGE AND COUNCIL WILL NOT BE RESPONSIBLE AFTER THAT DATE AS THE CITY HAVE HAD DUE NOTICE. In their excitement of the final act following thirteen years of existence, council forgot a resolution to adjourn!

A MEANS OF TRAVEL

We have had a very long walk. If we retrace our footsteps to the corner of Ninth Avenue and Westminster Road we might find it restful to wait at "The Loop" to take the street car back. Three lines operated and were patriotically designated the Red, White and Blue Lines. The Blue Line, with two cars in use simultaneously, serviced the north section of the City. When one car was at the corner of Round (Fifth Street) and Redpath (Third Avenue) the other should be at the Loop at Ninth Avenue and Westminster Road. This line circled Galt Gardens and then travelled east or west, as the case may be, on Redpath to Westminster Road, then north or south to or from the Loop. The Red Line serviced the east portion of the City. It too, circled Galt Gardens then proceeded south on Round Street to Courtland Street where it headed direct east. At the corner of Courtland and Ernest (Fourteenth Street) it passed a large black standpipe which was 35' in diameter, 80' high and held 160,000 gallons of water. (There were three water towers in the City at one time - the second large black one was located in the middle of the road on Ninth Street (Coutts) and Fifth Avenue (Bompas). It was 20' in diameter and 80' high and held 110,000 gallons. The third was an elevated tank located near Twentieth Street and Sixth Avenue North and held 450,000 gallons). The Red Line continued east, for many years across bald-headed prairie, to Twenty-First Street (Sylvia), turned south to London Road and then east again, travelling on the north side of the lake to the Loop at the Fair Grounds. Many a family packed a picnic lunch, boarded the Red Line and headed out to the Lake to swim in the west-end portion and to enjoy the park-like picnic area. The Red Line was most popular during the days of the Lethbridge Exhibition and Fair. Leaving the Loop at the Fair Grounds we retrace our "tracks" back into town.

The White Line took care of the south part of town. Leaving Round Street and Redpath (Fifth Street and Third Avenue) it travelled east to Westminster Road, south to Ninth Avenue, then west to Crabb Street, north to London Road, west to Round Street and back to the corner of Round and Redpath. During the winter months, some of the coal we spoke of earlier found its way into the little round black stoves which provided the passengers with some warmth. The conductors were oft times kept rather busy shovelling coal, clearing snow drifts, and replacing the trolley on the overhead wire.

THE BEST LAID PLANS DO SOMETIMES CHANGE

As we discovered on our walk, early roads were given names, then came a change to numbers for the streets and avenues. Of late years, however, names have reappeared. How did "Henderson Lake Boulevard" get its name? George Watson was a member of City Council from 1964 to 1966 and Council, at that time, was anything but in favor of naming streets after anyone. Mr. Watson addressed a Grade 6 class at Lakeview School during the time when Mr. Clarence Larson was principal. The topic was 31st Street and should it be given a name? The name "Henderson" was mentioned. William Henderson was an oldtimer who owned the land on which Henderson Lake is located. During his tenure as Mayor, the land was purchased by the City and developed to some extent. The students came up with the name "Henderson Lake Boulevard" and they asked Mr. McKittrick, the then City Manager, to come to the school. They presented him with their request. Council gave its blessing to the suggestion of the students.

Another change, of vital significance to the School Board, was that concerning "Block 97", an area of some five acres located between Dufferin and Bompas Avenues (Fourth and Fifth Avenues) and William and Peplow Streets (Fifteenth and Sixteenth Streets) South. When C. A. Magrath did the original subdivision of land in 1890 he did not subdivide this block of land. The reason was that this was to be a home site which he intended to retain. The land was high and irrigation water was available. However, with the C.P.R. taking over the A. R. and I. in 1912, things changed. By 1925 the Public School Board knew that a high school was needed. The Board had decided that the area west of the stone house (1252) to the first two storey house (1212) on Sixth Avenue, and south to Sixth Avenue A would be a suitable location. This space was, at that time, used as a ball diamond. The Superintendent of Schools, Mr. A. J. Watson, thought otherwise.

He used his influence on the student body with the result that a referendum was called for. The students knocked on doors explaining their reason for supporting a different location - the different location being "Block 97". Calculating distances from Galbraith School and Riverview, Block 97 was just half way. This land had been taken over by the City but never subdivided. The decision on the high school building site was changed, with the result that the Lethbridge Collegiate Institute was built on the corner of Dufferin and William (Fourth Avenue and Fifteenth Street). The building is presently known as Hamilton Junior High School. The School Board Administration Centre occupies the south-west corner of what used to be "Block 97".

One of the first of recent thoroughfares to receive a name rather than a number was Mayor Magrath Drive. This was, to a large extent, the railway grade to Macleod. It was some three hundred feet in width. Prior to the work of the Planning Commission, it had been surveyed by the City to accommodate a one hundred foot road. The Commission managed to thwart the acceptance of the plan. Council accepted the general plan but later on, with the development of the Drive, buyers persuaded them to reduce the width and lessen the number of entrances and exits along its route. The plan was for motels with frontages to the Drive and extra long depth for the lots. Council, however, yielded to requests from owners until now we have a mixture of this and that. What a shame, but, despite all this, Mayor Magrath Drive is a beautiful entrance to Lethbridge. It does honor to the name of C. A. Magrath, first mayor of Lethbridge, 1891.

Another change of recent times was the renaming of Ninth Street North to "Stafford Drive". The Planning Commission intended that this roadway would be two hundred feet wide and would follow the railway grade to extend, in time, to Hardieville and thence to the proposed route to a bridge that would be built to allow the area across the river direct access to Lethbridge. The name "Stafford Drive", in honor of William Stafford, mentioned earlier in the booklet, was submitted to City Council. The response was negative. Messrs. George Watson and Tom Ferguson approached the Miners Library Club with a view of submitting a letter to City Council asking that Ninth Street North be named "Stafford Drive". Upon receipt of such a letter, City Council gave unanimous approval. Voting power counts. A cairn in Indian Battle Park also honors William Stafford.

Scenic Drive, another main thoroughfare of recent development was not completed as originally planned.

Strong opposition was experienced in its location. The Planning Commission recommended a road one hundred and twenty or more feet in width and the road to be located as near as possible to the coulees, the curve to be no greater than 6°. The Commission planned that the road would pass along the coulee banks and meet the road under the C.P.R. high level bridge. Politics brought about some changes, but Scenic Drive is just that in some sections and serves the City well.

The minutes of the Planning Commission were given to the Sir Alexander Galt Museum and are available for interesting reading.

THE SIR ALEXANDER GALT MUSEUM

It was the Lethbridge Historical Society that conceived the idea of the museum. George McKillop, Alex Johnston, Andy Staysko, Clarence Geiger, George Watson and Frank Watkins gave the initial leadership to its development. The museum was housed in the Bowman School building and later the City gave its approval to occupancy of the old Galt Hospital building.

The museum has large quantities of historical information in the form of photos, slides, documents, etc., and artifacts. It is a rare source of original information and a great field for those wishing to read the beginnings of Lethbridge.

Lethbridge owes a great deal to the Galt family for their endeavours in obtaining money to finance the Coal Industry and their active participation in the establishment and development of

"Si-ko-ko-to-ki"

"Coalbanks"

"Lethbridge".

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We hope you enjoyed your reflections through the looking glass and the walk through yesteryear. As we say "Goodbye" we trust that those of you who have personal remembrances of earlier days will find pleasant memories coming back, and those of you who are young will be sufficiently interested to discover more about the City in which you now reside.

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LETHBRIDGE SCHOOL DISTRICT NO. 51

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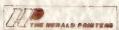
Research:

City Council Minutes;
School Districts Nos. 51 and 9;
Sir Alexander Galt Museum.

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Watson, George.
Through the looking glass.

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